



# Beal Parkway

## Corridor Improvements

### **-UPDATE-**

City of Midland, Texas – February 9, 2016

# Introductions

- Sara Bustilloz
  - Public Information Officer
- J.Ross Lacy
  - City Councilman - District 4
- Jose Ortiz, P.E.
  - Director of Engineering Services
- Michael Pacelli, P.E.
  - City Traffic Engineer
- Matt Carr, P.E.
  - City Engineer

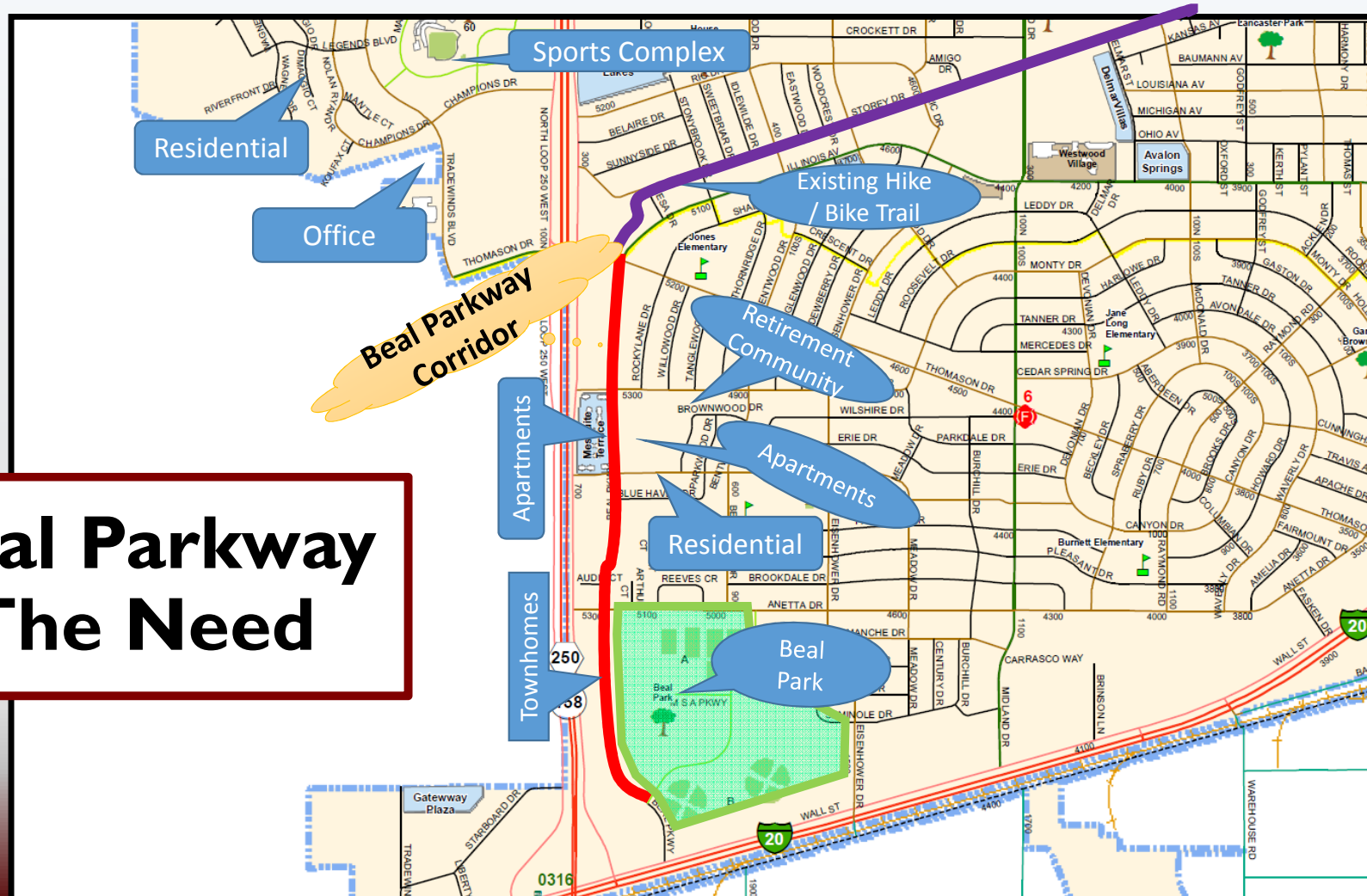


# Agenda

- Summary of Previous Meeting
  - Need and Purpose
  - Project History
  - Community Input
- Update of Progress
  - Engineering Considerations
  - Project Schedule
  - Additional Proposed Traffic Improvements



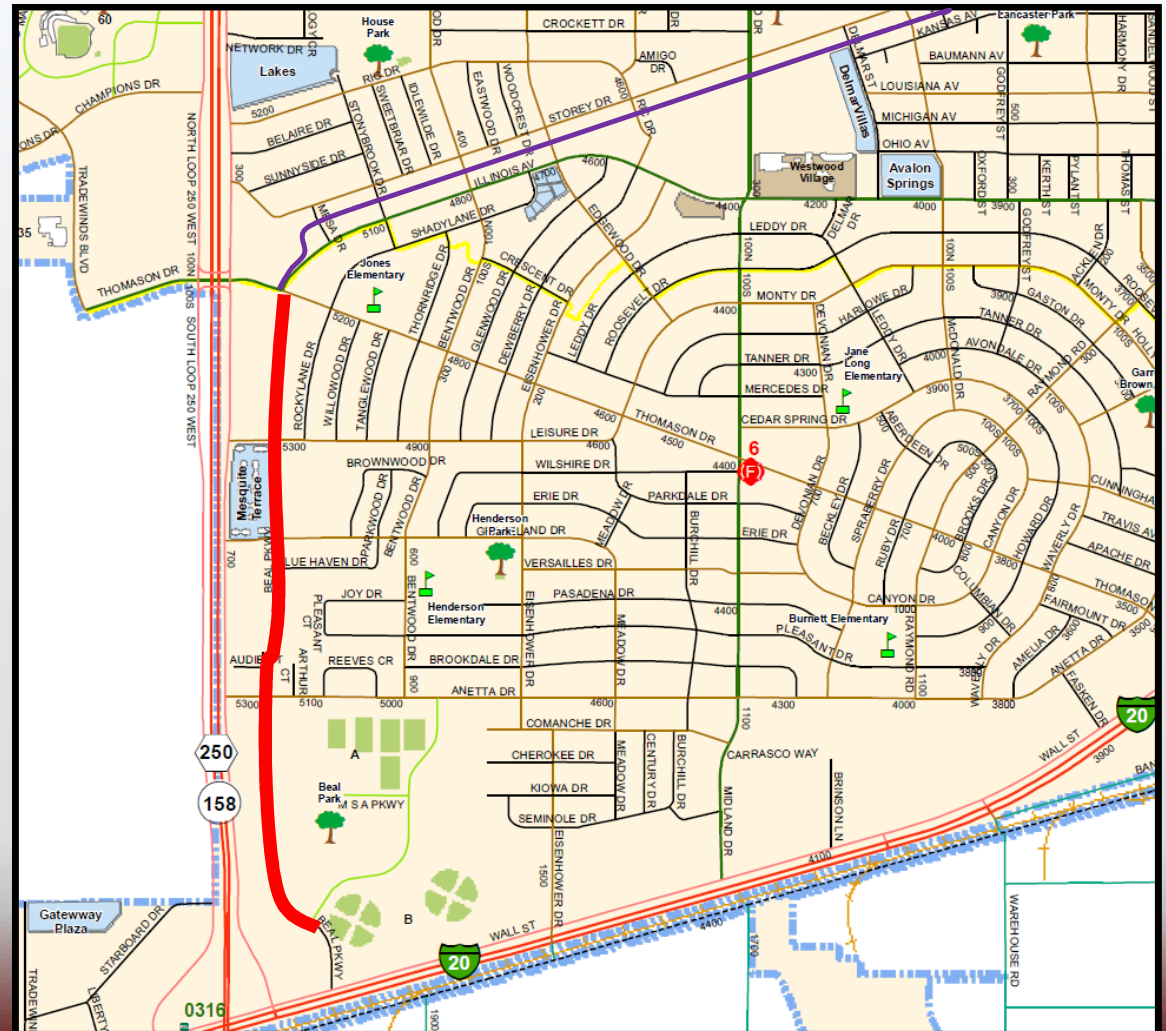
# Beal Parkway The Need



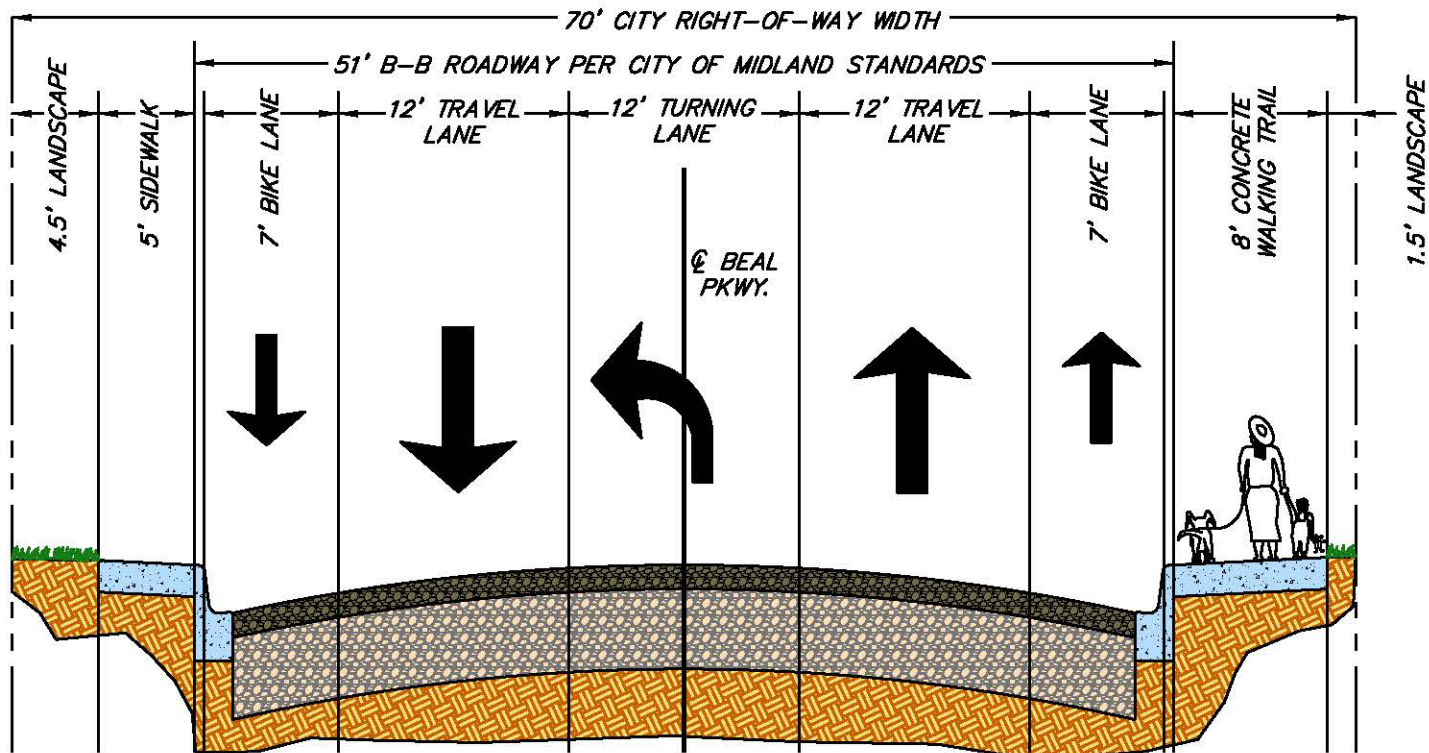


# Project Purpose

- Complete Beal Parkway between Illinois Ave and Highway 80.
- Reduce neighborhood traffic.
- Extend existing trail system south to Beal Park, making a continuous 3 miles of trails between Beal Park and Lancaster Park.



# Corridor Design

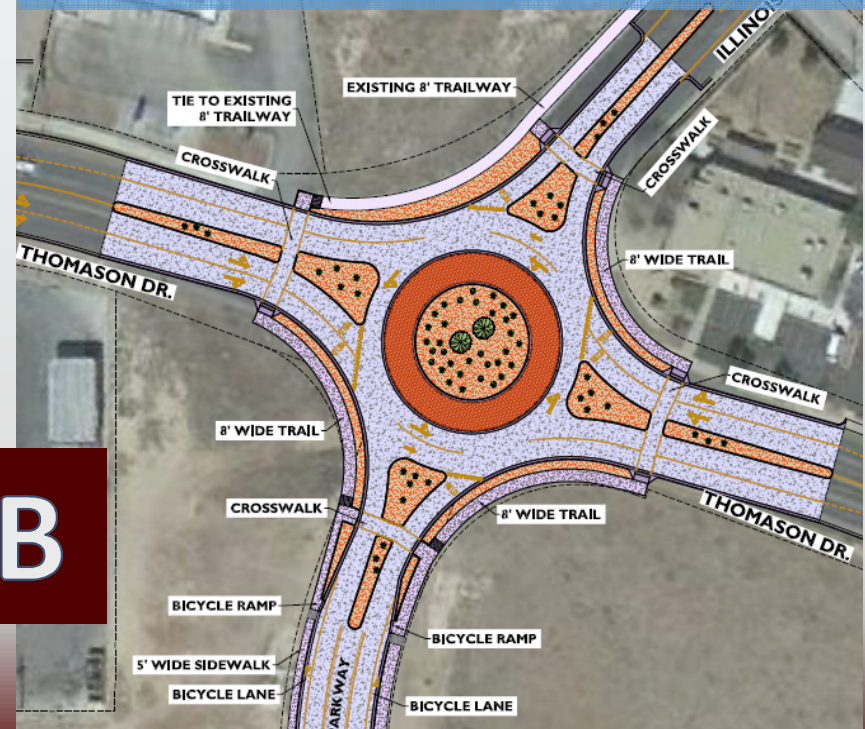


# Thomason Dr. – Illinois Ave. – Beal Pkwy. Intersection Options

## OPTION A: STANDARD INTERSECTION



## OPTION B: ROUNDABOUT





# Option A: Standard Intersection

## Pros

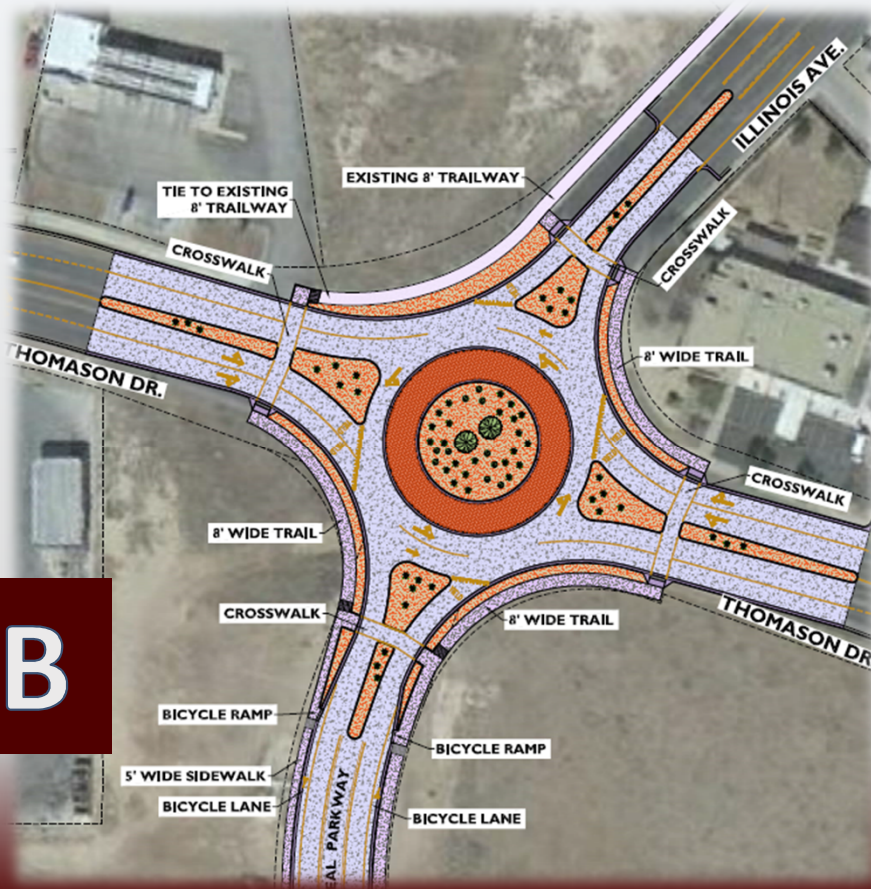
- Low cost to retrofit intersection
- Minimal disruption to existing traffic

## Cons

- Thomason Drive traffic will not stop.
- Pedestrian Routes connected by a Pedestrian Crossing with Advance Warning Lights
- Congestion due to Beal Parkway / Illinois Avenue Traffic attempting left turns or going straight across Thomason
- Traffic through intersection on Thomason moving at 35-40 mph



# Option B: Roundabout Intersection



## Pros

- Safer pedestrian crossings due to raised medians
- Equal priority to all roads – Traffic on Illinois and Beal will not back up waiting for Thomason.
- Greater traffic capacity
- Lower speeds through intersection – 25 mph design speed
- Lowers incidence of severe crashes

## Cons

- Driver unfamiliarity with using this type of intersection
- Will require rebuilding the entire intersection, in multiple phases.
- *Additional Right of Way Required.*

# Option C: Standard 4-Way Stop Intersection



## NEW (Interim)

### Pros

- Low cost to retrofit intersection
- Improves Safety for Traffic Entering and Leaving Side Street (Beal Parkway and Illinois Avenue).
- Improves Safety of Crosswalk.
- Slows Traffic at Illinois / Thomason Intersection.

### Cons

- Added delays along Thomason Drive.
- May Create Congestion Along Thomason between LP 250 and Illinois due to the Proposed Stop Condition at Thomason.

# Option Comparison

Option A:  
Standard  
Intersection

Option B:  
Roundabout  
Intersection

Option C:  
4-Way Stop  
Intersection



Meets Purpose & Need

## Operations

Initial Cost

Long Term Cost

Accommodate Pedestrians

Traffic "Queueing"

Operating Speeds

## Safety

Crash Severity

Pedestrian Refuge

Overall

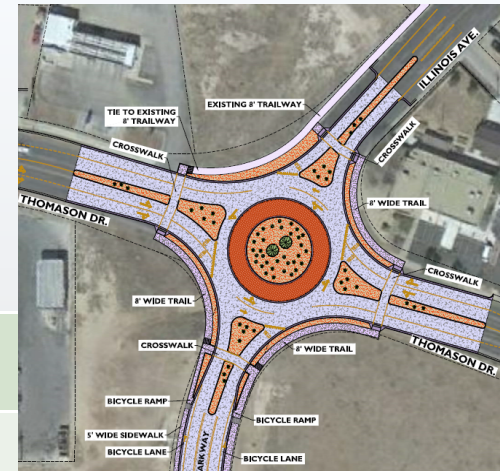
ROW/FUNDING AVAILABLE?

Meets Purpose & Need			
<b>Operations</b>			
Initial Cost			
Long Term Cost			
Accommodate Pedestrians			
Traffic "Queueing"			
Operating Speeds			
<b>Safety</b>			
Crash Severity			
Pedestrian Refuge			
Overall			
ROW/FUNDING AVAILABLE?			



# Project Timeline – Option B

Public Meeting	October 14, 2014
Receive Comments	October 21, 2014
Development of Project	October 2014 – Spring 2015
Plans Complete	Summer 2015
Seeking Funding	
Public Update Meeting	February 9, 2016
Seeking Funding / ROW	





# Project Timeline – Options C

Public Meeting	October 14, 2014
Receive Comments	October 21, 2014
Development of Project	October 2014 – Spring 2015
Plans Complete	Summer 2015
Seeking Funding	
Public Update Meeting	February 9, 2016
Possible Start of <b>Construction</b> (Pending Council Approval)	Summer 2016



# **What is the Best Way Forward?**

**Bid Beal Parkway (Option C – Interim Intersection with 4-Way Stop) with Available Funds.**

**Factors Considered Relating to Options A, B, or C:**

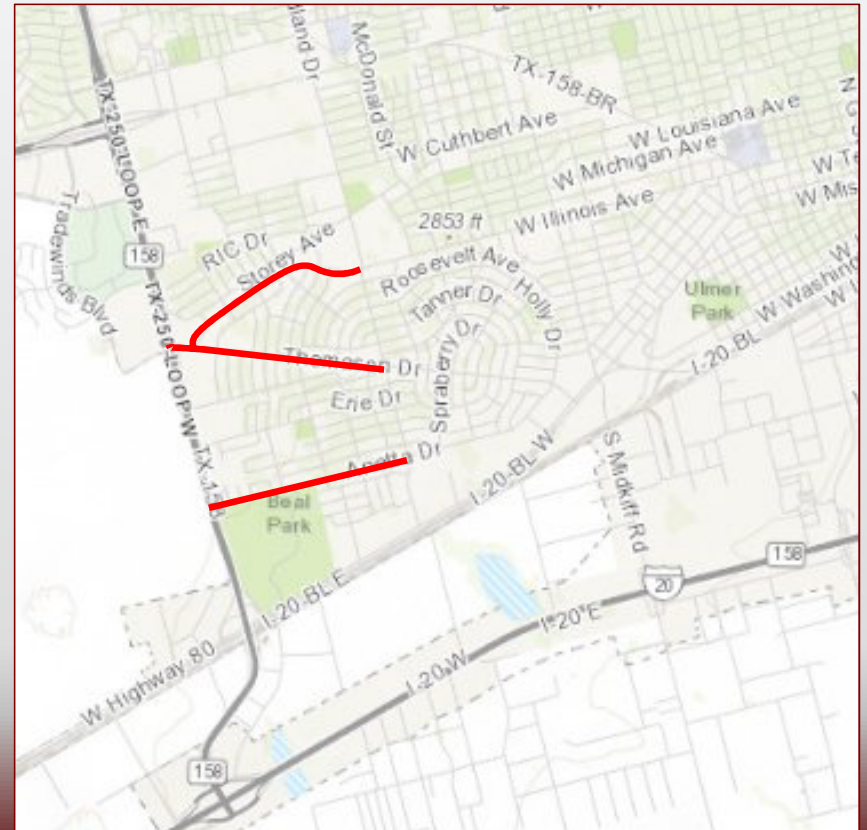
- Funding**
- Right of Way**
- Timing of Adjacent Development**
- Council Approval**

# Additional Traffic Improvements “Road Diets”

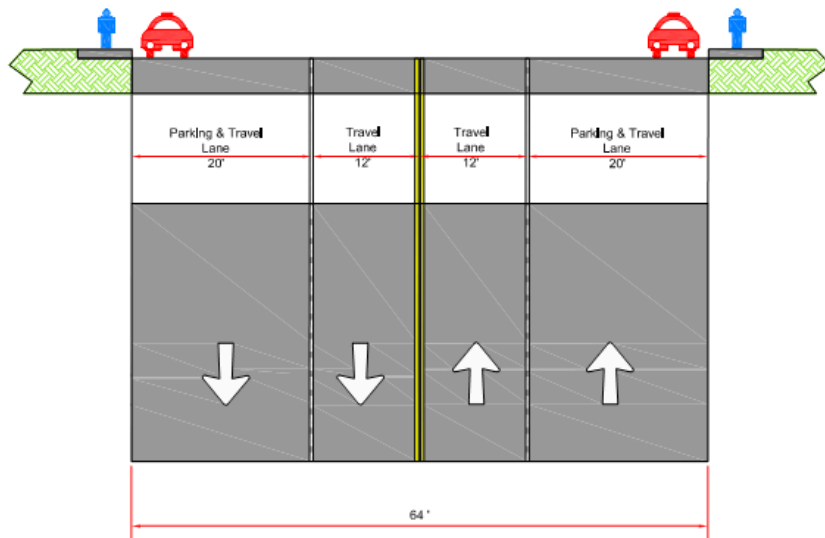
## Re-stripe from 4 lanes to 3 lanes

- Anetta Drive
  - Loop 250 to Midland Drive
- Thomason Drive
  - Loop 250 to Midland Drive
- Illinois Avenue
  - Thomason Drive to Midland Drive

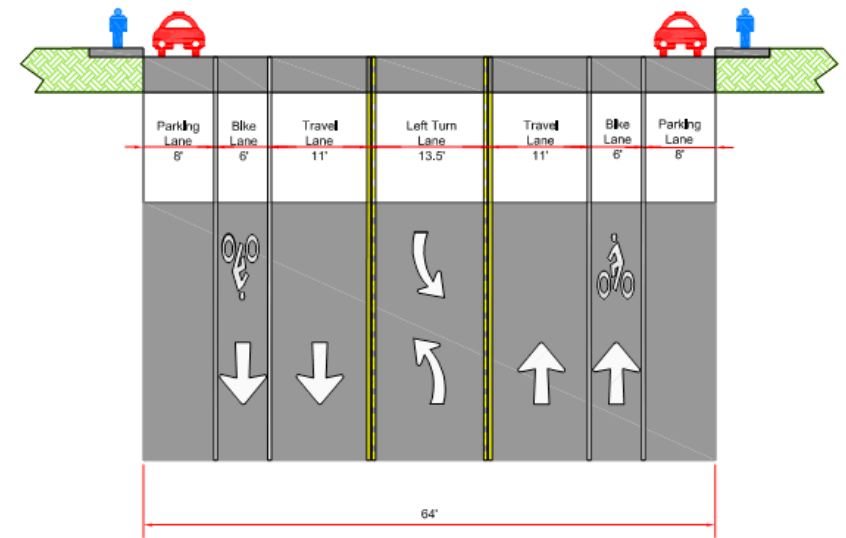
*To be done only with scheduled maintenance paving projects.*



# Road Diet Example



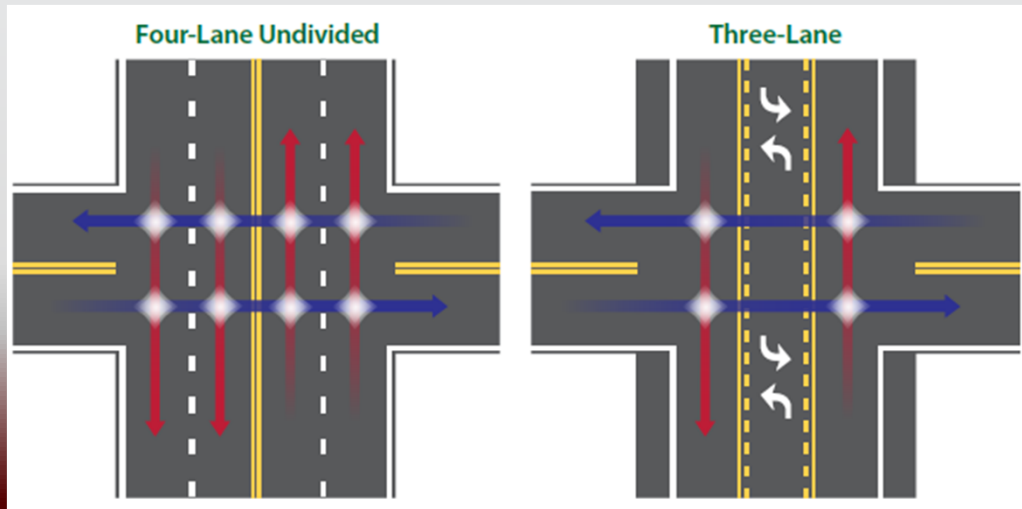
EXISTING LANES



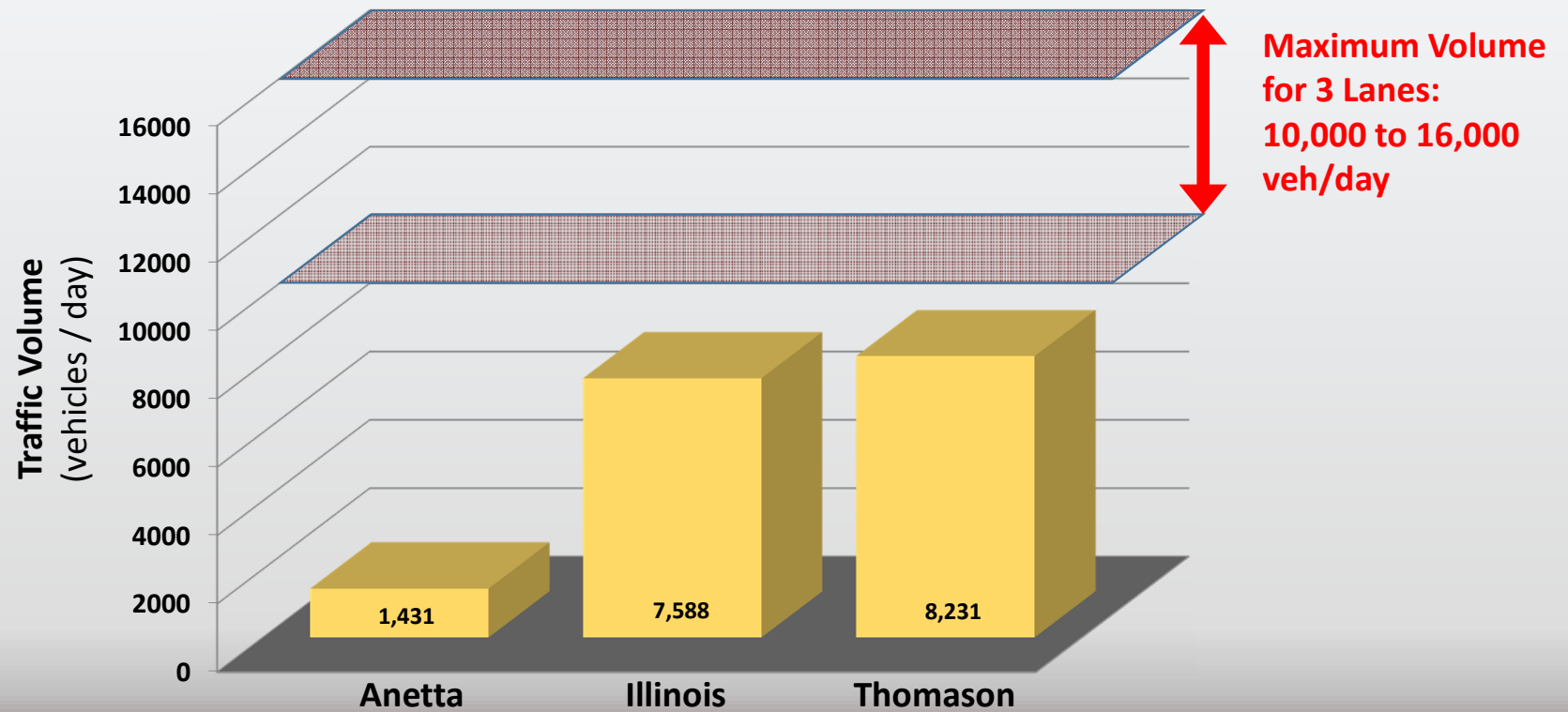
PROPOSED LANES

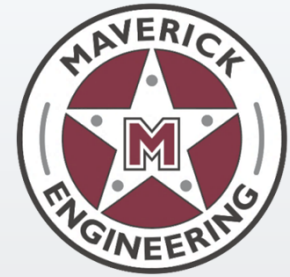
# Road Diet Benefits

- Reduces crashes 19-47% nationally
- Reduces rear end crash risk
  - Provides separate left-turn lane
- Reduce right angle crash risk
  - Side street traffic crosses fewer lanes
- Reduces speed differential
- Designates specific areas for parking
- Provides on-street space for bicycles



# Daily Traffic Volumes





# QUESTION AND ANSWER

## Contacts:



Jose Ortiz, P.E. – Director of Engineering Services

Mike Pacelli, P.E. – City Traffic Engineer

Matt Carr, P.E. - City Engineer

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